RAJYA SABHA

Monday, the 29th April, 2002/9 Vaisakha, 1924 (Saka)

The House met at eleven of the clock,

MR. CHAIRMAN in the Chair.

*481. [The questioner (Shri Santosh Bagrodia) was absent. For answer, *vide* page 28 *infra*.]

ORAL ANSWERS TO QUESTIONS

Flyovers in Delhi

*482. SHRI B. P. SINGHAL: Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) the total number of flyovers which are in operation in Delhi;

(b) the names of the companies which have constructed these flyovers;

(c) the details of the total time taken for the construction of each flyover;

(d) the details of the estimated cost and the actual cost incurred on each flyover; and

(e) the details of the pending and proposed flyover in Delhi and the time frame within which these will be completed?

THE MINISTER OF URBAN DEVELOPMENT AND POVERTY :VIATION (SHRI ANANTH KUMAR): (a) to (e) A Statement is laid e Table of the Sabha.

Statement

(a) to (e) A total number of 32 flyovers are presently in operation in Delhi. Details of these flyovers indicating name and company who have constructed these flyovers, time taken for construction, estimated cost and actual cost incurred are given at Statement-I (*See* below)

The list of flyovers presently under construction and their target date of completion is given at Statement-II (*See* below)

The list of flyovers under award/planning/conceptual stage is at Statement-III.

Statement-I

Completed Flyovers

(Rupees in crores)

Name of the Flyover	Agency	Total Time Taken for Construction	Original Estimated cost	Actual Cost	Name of The Contractor
1	2	3	4	5	6
1. Nelson Mandela Road Flyover	DDA	28 months	12.57	11.73	Gammon India Ltd.
2. Ring Road-Road No. 41 Flyover	DDA	36 months	20.74	19.27	—do—
3. Jail Road Maya-Puri Flyover	DDA	35 months	16.26	15.38	—do—
4. NH2 Rd. No. 13A Flyover	DDA	25 months	24.58	24.33	—do—
5. Raja Garden Flyover	PWD	54 months	57.24	57.90	DTTDC
6. Moti Bagh Flyover	PWD	27 months	25.00	24.90	Simplex Concrete Piles (India)
7. Africa Avenue Flyover	PWD	27 months	25.00	26.25	—do—
8. Nehru Place Flyover	PWD	27 months	25.00	26.00'	—do—
9. Savitri Cinema Flyover	PWD	27 months	25.00	24.00	—do—
10. Rd. No. 63 Loni Road Flyover	PWD	26 months	5.45	7.02	UP State Bridge Corporation
11. Hanuman Sethu	PWD	45 Months	10.30	9.69	Parmar Constn.
12. IIT Flyover	PWD	23 months	7.74	10.81	UP State Bridge Corporation
13. Chirag Delhi Flyovers	PWD	29 months	9.18	13.59	Simplex Concrete Piles (India)
14. Oberoi Flyover	PWD	18 months	N.A.*	N.A.*	UP State Bridge Corporation
15. Lodhi Flyover	PWD	18 months	2.05	2.49	Simplex Concrete Piles (India)
16. Moolchand Flyover	PWD	18 months	2.00	2.44	Central Concrete & Allied Products Ltd.

1	2	3	4	5	6
17. ROB-22, at Okhla	PWD	90 months	12.35	8.90	S.A. Builders P. Ltd.
18. Indraprastha Flyover	DD	18 months	3.15	4.20	UP State Bridge Corporation
19. Ashram Flyover	PWD	11 months	12.00	12.00	Noida Toll Bridge Corporation Ltd.
20. Punjabi Bagh Flyover	PWD	24 months	23.00	24.90	AFCONS Infrastructures Ltd.
21. Peeragarhi Flyover	DTTDC	40 months	22.30	19.00	DTTDC
22. Patel Nagar Flyover	MCD	32 months	0.30	0.40	M/s Simplex & Railways
23. Sarai Rohilla Flyover	MCD	42 months	0.60	0.60	N.S.P.C.C. & Railways
24. Zakhira Flyover	MCD	48 months	18.54	12.50	S.A. Builders P. Ltd.
25. Tilak Nagar Flyover	MCD	54 months	16.58	17.10	UP Bridge Corp.
26. Janak Sethu Flyover	MCD	24 months	1.06	1.96	S.A. Builders P. Ltd.
27. Defence Colony Flyover	MCD	24 months	0.68	1.05	Simplex & Railways
28. Sewa Nagar Flyover	MCD	24 months	2.10	2.40	UP Bridge Corp. & Railways
29. Ashok Vihar Flyover	MCD	30 months	3.26	3.22	Railways & M/s Parmar Const. Co.
30. G.T. Road Shahdara Flyover	MCD	48 months	47.62	36.00	UP Bridge Corp.
31. Safdarjung Flyover	NDMC	24 months	—	1.75	NBCC
32. School Lane	NDMC	24 months	—	4.70	UP State Bridge Corpn.

* PWD, Govt. of NCT of Delhi and NDMC has reported that these flyovers were constructed in seventies and early eighties and records are not readily available.

DTTDC—Delhi Tourism and Transportation Development Corporation Ltd.

DDA—Delhi Development Authority.

PWD—Public Works Department.

MCD—Municipal Corporation of Delhi.

NDMC—New Delhi Municipal Council.

Statement-II

Flyovers Under Construction

S.No.	Name of Flyover	Date of Completion
1.	Mayapuri-Ring Road	Sep. 2002
2.	Andrews Gunj	Sep. 2002
3.	AIIMS	Dec. 2002
4.	Daulakuan	Mar. 2003
5.	Ring Road—NH-24	May. 2003
6.	Ring Road—Entry to Sarai Kale Khan, ISBT	May. 2003
7.	G.T. Road, Road No. 66	Sep. 2003
8.	NH-24 by pass-Frieght Complex Ghazipur	Sep. 2003
9.	Vikas Marg Road No. 57	May, 2002
10.	Wazirabad Road—Road No. 66	June, 2002
11.	Noida Road—NH 24	Dec. 2002
12.	Grade separator cum Flyover at Nazafgarh outer Ring Road	May, 2002

Statement-III

Flyovers Under Award/Planning and Conceptual State

S.No.	Name of the Flyover
1.	B. Avenue Flyover
2.	Britannia Chawk Flyover
3.	Moti Nagar Flyover
4.	Lajpat Nagar—Srinivas Puri
5.	Railway over Bridge Pankha Road, New Delhi on Delhi—Rewari Railway Line and half flyover at the intersection of Station Road and Pankha road.

S.No.	Name of the Flyover
6.	Intersection of J.B. Tito Marg and Lala Lajpat Rai Marg (opp. Central School, Andrews Gunj)
7.	Azadpur Flyover on Intersection of Road No. 51 and Ring Road.
8.	Flyover at Mukarba Chawk.
9.	Flyover at Khel Gaon Intersection.
10.	Flyover at S.A. Road Intersection.
11.	ROB at near gas turbine
12.	Flyover at Malviya Nagar T-Junction at Outer Ring Road.
13.	Flyover at T-Junction of Outer Ring Road No. 6 (Bhairon Temple).
14.	Trumpet Interchange at Bhairon Road-Ring Road Intersection.
15.	Aruna Asaf Ali Road.
16.	Vivekanand Marg / Nelson Mandela Marg.
17.	Sangam Marg / Pachimi Marg.
18.	Rao Tula Ram Marg.
19.	Road No. 59 at Khajuri Chawk.
20.	ROBs on Master Plan Roads in Narela (2 Nos.)
21.	B.J. Marg / Outer Ring Road Intersection.
22.	ROB on Road No. 13 / Delhi Mathura Road.
23.	Intersection of G.T. Road and Road No. 56.

SHRI B.P. SINGHAL: Sir, in the statement which has been given by the hon. Minister, there is a wide difference in the time taken in the construction of various flyovers. There are as many as six instances where work worth Rs. 1 crore has been done every month. Sir, Rs. one crore worth of job has been done per month. Whereas in some cases, for completing a job worth of even half a crore, the time taken is about two years. Sir, in cases where the estimated expenditure was even 40 per cent or 50 per cent higher, the job was done in a time which was less than the time taken for completing smaller work. So, I want to know whether any reward was given to the concerned agencies for reducing the amount rather than actually spending it. In two cases, *i.e.*, in the construction of the IIT Flyover and the Chirag Delhi Flyover, the expenses went up by 40 per cent or even in some cases by 50 per cent. Was any penalty imposed on those

agencies for this cost overrun, which are responsible for it? These are the three points on which I would like the Minister to comment.

SHRI ANANTH KUMAR: Sir, there are multiple agencies in Delhi which are executing the work of various flyovers. In Delhi, there are 32 flyovers which have already been constructed, and there are still 12 flyovers where the work is in progress. In addition to these, the work on 23 flyovers is under conceptualisation, which means, these flyovers are in pipeline. Sir, the agencies which are involved in the construction of various flyovers are : PWD, DDA, MCD, NDMC, and surprisingly, Sir, even the Delhi Tourism Development Corporation is also involved in this. So, Sir, you can see the multiplicity of agencies which are involved in carrying out the construction work of these flyovers in Delhi. I appreciate the concern of the senior hon. Member of the House for raising the question as to why the time over-run and cost run are so high, and what measures are being taken by the Government. Sir, as the nodal Ministry and half-nodal Ministry to all these agencies, I would like to say that I will convene a meeting of all these agencies and respective authorities, and will take the remedial measures. I will also look into the two specific examples that he has brought to my notice and act upon them.

SHRI B. P. SINGHAL: Sir, the point was that when there is a possibility of a project being completed at the rate of Rs. 1 crore worth of job in a month, how are we tolerating a lesser performance from any agency, notwithstanding which agency is performing? The question is, why are we tolerating inefficient agencies in carrying out these works? Why can't we blacklist and get rid of all those inefficient agencies so that the things can be done faster and more efficiently? That was the first point. Sir, I am glad that I got the answer of my second point. However, I would also like to know whether the Minister is intending to reward those agencies which have saved money. There are four cases, *i.e.*, Zakhira Flyover, G.T. Road Shahdara flyover, Peeragari flyover and ROB-22 at Okhla, where the agencies have saved money in construction. Have we given any reward to them? If we can't reward the efficient and the better ones, and punish the inefficient ones, I do not think the efficient agencies would get encouragement for doing better work.

SHRI ANANTH KUMAR: Sir, half the agencies are under the Union Government and half under the State Government of Delhi, but, whatever may be the case, I entirely agree with the hon. Member's viewpoint. The Urban Development Ministry will take note of his anguish and take recourse to penalties and blacklisting of those agencies which are doing tardy work. We will be

rewarding those who have done the work at a faster pace. We will do that after examination of the case one by one.

SHRI PREM CHAND GUPTA: Sir, if we look at the information provided by the hon. Minister, we will find that the time taken in completing the various flyovers in Delhi is eleven months, at the minimum, and 90 months, at the maximum. Sir, the way the traffic is increasing in Delhi, it would be difficult in the next few years to move from one place to another. Why can't the Government take a policy decision that instead of involving ten agencies, they would involve one authority and one agency and have it executed. In most of the cases there is a cost overrun. I was going through the list quickly and I found that only one project, *i.e.* the Ashram Flyover, has been completed in a time-bound manner, within a minimum period of eleven months and within the estimated project cost. I am sure this must be a private company because this is a toll bridge. On the other hand, if we look at the other flyovers, we see that they have taken 90 months and the project cost also went up from Rs. 8-9 crores to Rs. 12 crores. In some cases, the project cost in Rs. 30 lakhs, and has been completed at Rs. 60 lakhs.

Mr. Chairman, looking to the problems of Delhi, why can't the Government take a firm decision by itself instead of involving the Delhi Tourism and Transport Development Corporation. What business do they have to do with the flyovers? Their job is development of tourism in Delhi. The Government has been giving them liquor vending licences also, and they are selling liquor at unauthorised places.

Sir, I am surprised, as the hon. Minister has said, that even Delhi Tourism is involved in the construction of flyovers. What is the Goverment thinking about it? I am saying this because during peak hours, it is not possible to go from one point to another.

SHRI ANANTH KUMAR: Sir, regarding the Delhi Tourism Development Corporation, I would say that the question of the hon. Member is right, but the address is wrong, I would pass on his concern to the Delhi Government, because Delhi Tourism Development Corporation comes under the Delhi Government. Having said that, I entirely agree with him, I would say that there are three types of problems. One is the delay in shifting of the various services, especially elecrical services, as well as water and sewage services. Secondly, there is multiplicity of authority. Thirdly, there is lack of coordination and planning because of the multiplicity of authority. Therefore, I propose to call a meeting of all these agencies. Actually, we had conducted a seminar on how to speed up

the construction of flyovers. But, now I would call a meeting and pursue the matter. We have the example of Maharashtra and Mumbai, where they got rid of this multiplicity of agency and authority and created one authority for construction of flyovers. They have constructed a record number of flyovers there.

SHRI SURESH KALMADI: It was done in a haphazard manner. There was no question of constructing a record number of flyovers there.

SHRIMATI AMBIKA SONI: Sir, the hon, Minister in his reply, has said that there is multiplicity of authority involved in the construction of flyovers in Delhi and this authorities comes in the way of faster contruction of flyovers. That is known to all of us. Sir, according to his reply there are 33 flyovers in the pipeline. Is it not possible that you settle all the issues with the different authorities concerned, which will come into play in the construction of the flyovers. It is the experience that once you start digging up and diverting traffic, these agencies come in and start asserting their authority over the construction agency. It becomes a tremendous discomfort and disorganisation of the traffic. But I want to put one more question to the Minister. There have been frequent inputs from the public and from engineers to the effect that the present design of flyovers wastes a lot of prime areas which go under the flyovers. There is no use for them. They only become garbage dumps. Have you thought of constituting a panel of experts with international experience or knowhow so that we can use that prime area which goes, at the moment, under the flyovers, for better commercial or other purposes?

SHRI ANANTH KUMAR: Sir, actually after 1999, we have constructed 22 flyovers and 35 flyovers are in the pipeline. That means a lot of work has been done in the last three years in the construction of flyovers and putting them into use. Regarding the next 35 flyovers that are one the anvil, I will take the suggestion of the hon. Member to convene a meeting. I have already assured the House that I will convene a meeting of the various agencies executing these flyovers to see that various types of providing services, alternative provision of services and such other things happen simultaneously, with the most meticulous planning.

Secondly, we will also be looking at developing the prime land beneath the flyovers.

*483. [The questioner (Shri K. Kalavenkata Rao) was absent. For answer, *vide* page 29 *infra*.]